

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY: 10 CENTS

Estimations.

HONGKONG HIGH-LEVEL TRAMWAY COMPANY LIMITED

IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7:30 a.m. to 8:00 a.m. ... Every 15 minutes.
8:00 a.m. to 8:30 a.m. ... Every 15 minutes.
8:30 a.m. to 9:30 a.m. ... Every 10 minutes.
9:30 a.m. to 11:00 a.m. ... Every 15 minutes.
11:30 a.m. to 12:45 p.m. ... Every 15 minutes.
12:45 p.m. to 1:00 p.m. ... Every 10 minutes.
1:15 p.m. to 1:45 p.m. ... Every 15 minutes.
1:45 p.m. to 2:15 p.m. ... Every 10 minutes.
2:15 p.m. to 3:00 p.m. ... Every 15 minutes.
3:30 p.m. to 5:00 p.m. ... Every 15 minutes.
5:00 p.m. to 8:00 p.m. ... Every 10 minutes.

NIGHT CARS.
8:45 p.m. and 9 p.m., 9:45 p.m. to 11:15 p.m.
every half hour.

SUNDAYS.
8:00 a.m. to 9:00 a.m. ... Every 15 minutes.
9:00 a.m. to 9:30 a.m. ... Every 30 minutes.
9:30 a.m. to 10:30 a.m. ... Every 15 minutes.
10:30 a.m. to 11:00 a.m. ... Every 10 minutes.
11:00 a.m. to 12:00 p.m. ... Every 10 minutes.
1:00 p.m. to 5:00 p.m. ... Every 15 minutes.
5:00 p.m. to 6:00 p.m. ... Every 30 minutes.
6:00 p.m. to 7:00 p.m. ... Every 15 minutes.
7:00 p.m. to 8:00 p.m. ... Every 10 minutes.

NOTICE.

THE attention of the Proprietary of Madamame JAY'S, No. 4, Des-Vieux Road, has been drawn to an announcement, in a local journal, made by a late employee of the Establishment, Mrs. MARIE FLINT, in which the words "sever connection" occur.

As this phrase is liable to misconception, the Proprietary is legally advised to give notice that the said Mrs. MARIE FLINT was merely an ASSISTANT, on a monthly salary, whose services were dispensed with, since the 10th instant.

Hongkong, 19th February, 1906. [354]

NIGHT CARS as on Week Days.
SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
 Company's Office, **ALEXANDRA BUILDING**,
 Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 12th July, 1905

COLD STORAGE.

THE HONGKONG ICE COMPANY
 LTD., have now 40,000 Cubic feet
COLD STORAGE available at East Point.
 Sundry, and other goods, in bulk and
 small quantities, accepted for storage and delivery.

THE HONGKONG ST. ANDREW'S
SOCIETY.

THE SCOTTISH HISTORY EXAMINATION (advertised in August last) for **CHILDREN OF SCOTTISH PARENTAGE**, will be held in the City Hall, on **THURSDAY, 8th March**.

Names of intending Competitors should be sent to the undersigned; who will be pleased to supply any further particulars which may be required.

W. ARMSTRONG,
Hon. Secretary,
(c/o Duttfield & Swire).
Hongkong, 16th February, 1906. [33]

perishable goods.

Manager.
Hankow, 22nd June, 1907.

**GREEN ISLAND CEMENT COMPANY
LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net **\$4.75** per Cask
ex Factory.

In Bags of 250 lbs. net **\$2.80** per Bag
ex Factory.

SHEWAN, TOMES & Co.
General Managers.
Hongkong, 30th September, 1905.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass cloth; Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

HONGKONG

FOR TO-DAY'S LEADING TEA
THE "ASSAMEER" TEA.
Has no equal, Rich mellow flavour.
Once used always used.
Special Rates to wholesale dealers such as
Clubs, Hotels, Boarding Houses, Steamship
Companies and Hospitals.
H. RUTTONJEE,
No. 5, D'Aguilar Street.
No. 37, Elgin Road, Kowloon.
Hongkong, 19th February, 1906.

A. CHAZALON
& CO.
6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS
and PROVISIONS of which they have
always a large assortment in stock.

The oldest established EUROPEAN
BAKERS in the Colony.

Hongkong, 30th September, 1905.

Hotels.

HONGKONG HOTEL

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager, [25]

Hongkong, 20th December, 1905.

HOTEL CRANIERBURN

HOTEL CRAIGIEBURN
 PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
 For Terms, &c., apply to the
 MANAGER.
 Hongkong, 2nd July, 1900. '31

FOR HOTEL COMFORT AND THE BEST BILLIARDS
 GO TO THE 
KOWLOON HOTEL
 Cable Address:—"Chef." KOWLOON J. W. OSBORNE,
 Proprietor and Manager.

Telegraphic Address: 'CONNAUGHT.' **CONNAUGHT HOTEL.** Telephone No. 170.
 HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANI
PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lefty Rooms, Elegantly Furnished. Flush Water Lavatories.
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. (2)

VICTORIA HOTEL, SHAMEEN, CANTON. **MACAO HOTEL, MACAO, CHINA.**

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRATA GRANT

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentino.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Loxius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-WUCHOW LINE.

S.S. "LUNGSHAN," 2,129 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahaling, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak Hing, Single \$12.50, Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

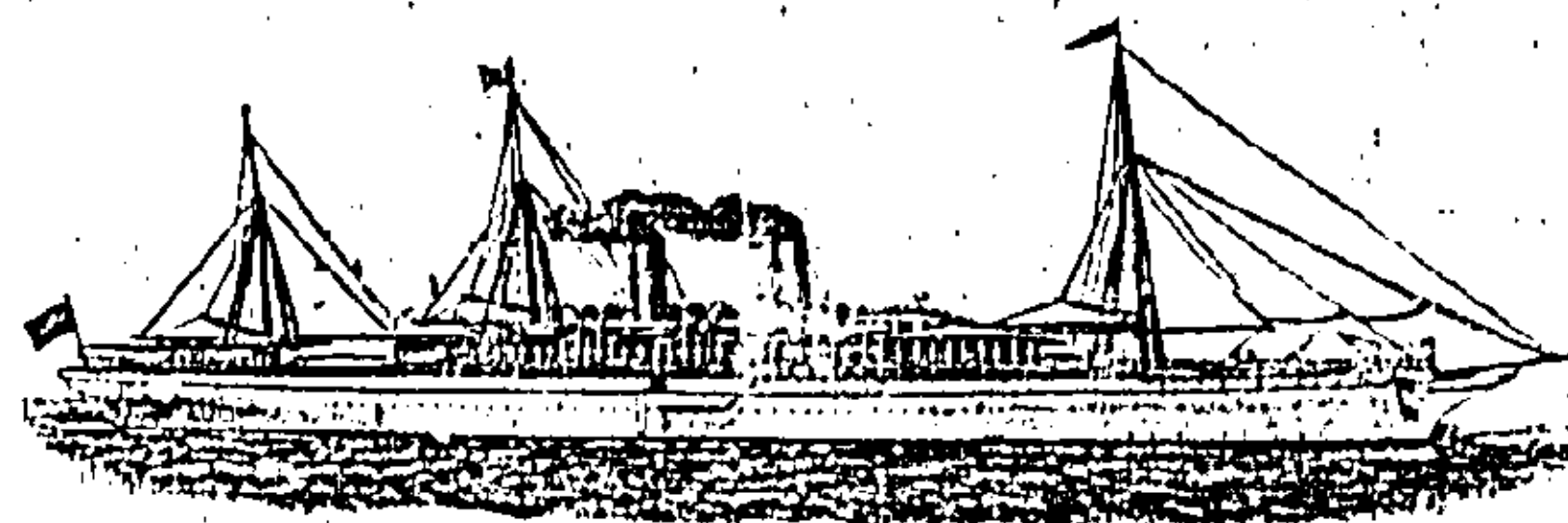
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR,"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN,"	4,440	WEDNESDAY, April 11	May 5
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, April 18	May 9

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 7th February, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd Feb. } Freight.
LIBERIA	HAMBURG. (Calling at SINGAPORE).	27th Feb. } Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight.
SILESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

Hongkong, 20th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 28th day of February, 1906, at Noon, the Steamship ZIETEN, Capt. F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th February, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 27th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	FRIDAY, 2nd March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 14th March.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 14th March.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 20th February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 88.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 881

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	COLOMBO	MARSEILLES

Tons. Noon, Saturday, Tons. Saturday, Friday.

ARCADIA 7,000 ... Feb. 10 ... BRITANNIA 7,000 ... Mar. 10 ... Mar. 16

DELHI 8,000 ... Feb. 24 ... MOLDAVIA 10,000 ... Mar. 24 ... Mar. 30

DONGOLA 8,000 ... Mar. 10 ... MONGOLIA 10,000 ... April 7 ... April 13

DELTA 8,000 ... Mar. 24 ... MOULTAN 10,000 ... April 21 ... April 27

OCEANA 7,000 ... April 7 ... MARNORA 10,500 ... May 5 ... May 11

ARCADIA 7,000 ... April 21 ... VICTORIA 7,000 ... May 20 ... May 25

DEVANHA 8,000 ... May 5 ... HIMALAYA 7,000 ... June 3 ... June 9

DELHI 8,000 ... May 19 ... INDIA 8,000 ... June 17 ... June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	DUKE AT LONDON	ABOUT
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† JAPAN 4,500 ... Feb. 14 ... Mar. 31

† SUMATRA 5,000 ... Feb. 28 ... April 14

† NUBIA 6,000 ... Mar. 14 ... April 28

† JAVA 4,500 ... Mar. 28 ... May 13

† FORMOSA 4,500 ... April 11 ... May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

[1]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK THE ROUND TRIP OCCUPIES 54 DAYS.

The steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

TJIMAHU.....	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG..	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAS ..	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP...	JAPAN	Second half March	JAVA PORTS	Second half March

Intimations.

Powell's.

ALEXANDRA BUILDINGS.

UPHOLSTERY
DEPARTMENT

IS UNDER THE

PERSONAL
SUPERVISIONOF
COMPETENTAND
PRACTICAL

MEN

FROM THE

LEADING

LONDON

AND

PROVINCIAL

FURNISHING

HOUSES.

THE

WORK

IS

GUARANTEED

TO BE OF THE

HIGHEST

CLASS ONLY.

POWELL'S

HONGKONG.

Hongkong, 15th February, 1906.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 24th February, 1906, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, 20th February, until SATURDAY, 24th February (both days inclusive).

SIKWAN, TOMES & Co.,
General Managers.
Hongkong, 6th February, 1906. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, 26th February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1906. [174]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, King's Buildings, Connaught Road, on WEDNESDAY, 27th day of March, 1906, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th February, 1906. [228]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 24th day of March, 1906, at 12 o'clock, Noon, when the Resolutions set out below which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITFALL,
Secretary.
Hongkong, 16th February, 1906.

RESOLUTIONS.

1.—That the Articles of Association of the Company be altered in the following manner:—

"The following Article shall be substituted for Article 130, namely:—130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

2.—That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders at each of the Ordinary Meetings of the Company for the year 1905 shall be called for by or presented to the Shareholders in respect of Article 130 as this day substituted. [238]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after FRIDAY, the 16th February, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 15th February, 1906. [233]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON. CALCUTTA. SHANGHAI.
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 366, Nanking Road.
Hongkong, 27th November, 1905. [48]

THE CHINESE ENGINEERING
AND MINING CASE.

In the Court of Appeal, on 16th ult., the Master of the Rolls and Lord Justice Romer and Lord Justice Collins heard the appeal in the case of Chang Yen-mao and the Chinese Engineering and Mining Company of Tientsin v. Charles Algernon Moring Bewick, Moring and Co. and the Chinese Engineering and Mining Company, Limited, on two separate appeals, the first being that of Mr. C. A. Moring and Bewick, Moring and Co., and the second that of the Chinese Engineering and Mining Company, Limited, from a judgment of Mr. Justice Joyce.

Mr. Hughes, K.C., in opening the appeal in the first case, said he was in the position of appealing from a judgment in his clients' favour. The learned judge had decided in their favour, but had entered judgment in a form they did not approve of, and they asked their lordships to alter it. There were two important points. The first was that the learned judge had decided that the case had not been proved against his clients, and had decided in their favour, but drew up the judgment in a curious form and declining to dismiss the action against Bewick, Moring and Co. As the judgment was drawn up, it left the matter as it had not been tried at all. This must have been a misapprehension, because the judgment went on to say it was without prejudice with regard to other claims that might be made against his clients. His submission was that his clients fought the case, at great expense, no certain issues, on which they had succeeded, and those matters were *res judicata*, as between them and the present plaintiffs, and counsel proceeded to state the facts, and said that at the time of the Boxer troubles, in 1900, matters were in a desperate condition in Tientsin and the district. It became necessary to get protection for the property and European capital to work it. At that time there was in China a Mr. Hoover, who was subsequently a partner in the firm of Bewick, Moring and Co., who had just gone out with their instructions, and at the request of Chang he inspected the mines, to see what could be done in the way of raising capital. In June, 1900, Mr. Hoover was applied to by Chang to take over this matter, and he ultimately came to an arrangement under which Chang and his shareholders were to sell the concerns to a European company, preferably an English company. In July 1900 a document was executed, under which an English company was to be formed to take over the property of the English company. The negotiations were carried on by Mr. Hoover, on the one side, as agent for Bewick, Moring and Co., and on the other side, by Chang and Mr. Dering. Mr. Hoover subsequently left for Europe, and he then communicated with Mr. Moring. The latter handed over the matter to the Oriental Syndicate, which was formed for the purpose of undertaking various concerns in the East. Then the syndicate formed the English company, and the company—the defendant company—was registered in 1900. In January, 1901, Hoover went back to China with certain documents prepared for the purpose of getting a transfer of the property, and in February, 1901, a document was executed transferring the property to the English company. But Chang was unwilling to execute that without receiving assurances on certain points, and a memorandum was executed contemporaneously with the deed of transfer, providing, among other things, that there should be a Chinese board as well as an English one, and that Chang should remain a director-general for life. That was the memorandum in question in the case. Before it was executed Mr. Moring had ceased to have any interest in the matter, except that he was a director of the English company and a shareholder in it. Serious difficulties arose with regard to the management of the property, and ultimately led to this action being brought, asking, as against the defendant company, for a declaration that the memorandum was binding.

At this point the Court adjourned. The case was resumed on 19th ult., when Mr. Hughes resumed his argument.

He said that, so far as anything that had occurred in the course of the trial went, not only was said by counsel for Mornings to question the memorandum, and they did not suggest that it was not binding on the company. On the other hand Mr. Moring had made every endeavour to get it carried out. The allegation of the plaintiffs was that Mr. Hoover, acting for Mr. Moring, had fraudulently represented that this memorandum would be a ruling document.

Lord Justice Romer asked if it would not be sufficient for counsel to say that he had never impugned the memorandum; or, at any rate, to say that they had nothing to do with it. When the main appeal was opened they would be able to get at the main facts.

Mr. Hughes replied that that would suit his case.

Mr. Levett, K.C. (for the respondents), said that the plaintiffs' case all through was that the Mornings had been in the position of trustees of the new company.

Mr. Hughes said he could not accept that statement. His clients had no interest in the question whether the memorandum was binding or not. As they had nothing to do with it, a declaration that it was binding on them might be very embarrassing. As the end of his judgment Mr. Justice Joyce had reserved any question that might arise on the question of changes. His clients did not dispute that the memorandum was binding on the company; but he did say that to make a declaration that it was binding as against his clients was embarrassing, and they ought not to be subjected to it, as an endeavour might be made hereafter to make them responsible for it. His clients had taken up the position that the company should carry it out.

Mr. Levett said his case was that the Mornings were really parties to the memorandum through their agent.

Mr. Hughes said his submission was that the declaration was wrong as against his clients. He said the Judge was wrong in refusing to give the defendants their costs.

Mr. Isaacs, K.C., followed on the same side. Mr. Neville, K.C., for the appellant defendant company, said that the appeal, though it arose out of the same facts, was entirely distinct from the case made by his learned friends. The rights of the company against Bewick, Moring and Co. were preserved by the judgment. It might be that the company would have a claim against the promoters, but that would have to be set up in another action. With that they had nothing to do in the present case. The question for the court there was as to their capacity to hold this property in China, which was of very great value, and on which some £500,000 had been spent since the company took it over. The complaint the appellant company had to make was that the action being an action for rescission of contract for the purchase of the coalfields and the properties the conclusion whether or not the plaintiffs were entitled to rescission, and declarations of that kind, and which might have the effect of indirectly giving to the plaintiffs an advantage which admittedly they could not get as a result of the action—that was indirect rescission. Chang was a cashiered Chinese official, who had been invested with the Button of the Third Order so that he might come to this

country and try if he could establish a claim for the rescission of the contract for sale and the transfer of the property to the English company and for the cancellation of the registration of the company itself. If he failed, he would not only be deprived of the Button of the Third Order, but his head also would be in jeopardy.—L. & C. Express.

Auctions.

PONIES! PONIES! PONIES!
THE Undersigned will hold their Annual Sale of Race Ponies by Public Roup, TO-MORROW,

the 21st February, 1906, at 4 P.M., at KENNEDY'S CAUSEWAY BAY REPOSITORY, Upwards of FIFTY LOTS.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th February, 1906. [234]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. the Harbour Master, to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 22nd February, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, FIVE CASES RIFLES AND EXPLOSIVES. N.B.—Inspecting Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th February, 1906. [232]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 26th February, 1906, at 11 A.M., at the Central Police Station's Compound, SUNDRY OBSOLETE AND CONDEMNED STORES,

Comprising:—
RICE, SUGAR, OLD METAL, CLOTHING, &c., &c., &c.;
ALSO
A quantity of SILVER, GOLD and DIAMOND JEWELRY.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 16th February, 1906. [239]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peng Chau Island, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.				Area.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
Post Chan Farm Lot No. 1.		Post Chan Island, New Territory.	As per plan.				Absent 48 acres.	225	1,800

Hongkong, 17th February, 1906. [244]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from the 22nd day of January, 1906, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
Redwood Island Lot No. 17.		Anglo American, adjoining K.L.L. 17.	100	65	185	237	19,034	150	7,613

Hongkong, 17th February, 1906. [245]

Notices of Firms.

L'URBAINE FIRE INSURANCE CO. OF PARIS.

WE have this day RESIGNED the AGENCY at this Port of the above Fire Insurance Co.

P. LEMAIRE & Co.
Hongkong, 17th February, 1906. [246]

L'URBAINE FIRE INSURANCE CO. OF PARIS.

HAVING been Appointed, this day, AGENTS at Hongkong for the above Insurance Co., we are prepared to accept Risks at Current Rates.

MACLEWEN, FRICKEL & Co.,
5, Duddell Street.
Hongkong, 17th February, 1906. [247]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [53]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quart.) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1903. [62]

THE WINE GROWERS.

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 per Dozen

Pale Sherry Dry (Gold

Capsules)..... 10.00 "

Pale Sherry Dry (Red

Capsules)..... 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

MADEIRA.

Silver Capsules \$12.00 "

Gold Do. 14.00 "

Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen

MOSCATEL.

Gold Capsules \$10.00 per Dozen

Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen

White Do. 10.00 "

BARRETTO & Co.,

Agents,

No. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 10th July, 1905. [101]

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

THE HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE 5 PER CENT. DISCOUNT ALREADY ADVERTISED, FURTHER

REDUCTIONS

Have been made from this date IN THE PRICES of many of the following:—

PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.

WE MAINTAIN THE LARGEST AND MOST COMPLETE STOCKS of these GOODS in the Colony, and our Stocks being frequently turned over, ensures all Goods being FRESH and in the BEST CONDITION.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS, ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

Hongkong, 20th January, 1906.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
Weekly—\$18 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.
On the 14th February, at 16, Morrison Hill Road, at the age of 22, EMILY, the dearly beloved daughter of Annetta Papier. Shanghai papers please copy. [249]

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 20, 1906.

"NOT MY PIDGIN."

Every householder and employer of labour in Hongkong will rejoice at the verdict given by Mr. F. A. Hazeland at the Magistrate's Court yesterday in the action brought by Mr. C. D. Wilkinson against two of his private chair coolies for refusing to perform duties which they characterised as "not my pidgin." "Throughout the East that phrase 'not my pidgin' is to be heard from morning till night. In the household, the coolies and 'boys' have strictly defined duties—defined by themselves; and from these they would not deviate one iota. Cases have been known where a household has been seriously inconvenienced because the boy whose 'pidgin' it was to do a certain duty could not be found for the moment, and the others refused to demean themselves by performing his work. 'Not my pidgin' extends through the whole gamut of labour. At first it is frequently difficult to tell what is an employee's 'pidgin.' They seem generally to frame an arbitrary list of duties among themselves. Then, when the order comes to do this or that, they triumphantly cry 'Not my pidgin.' And they stand by that principle with the steadfastness of heroes—or the reverse. What is the direct result of this 'pidgin' business? Surely, it must be plain that one distinct outcome is that three or four servants are necessary to do the work of one. Every house in Hongkong has three or four domestics who would be absolutely unnecessary were this 'pidgin' cry unheeded. And small households are over-run with 'boys' of one sort or another who are simply falling over each other's feet. Of course, the expenses are greatly enhanced, and the ordinary troubles of life increased by this plethora of useless servants, who have simply worked themselves into an easy billet by the parrot cry 'Not my pidgin.' No doubt in the days when every other person was a merchant prince or a ducal scribe, and money was plentiful, an excess of servants and a large wages bill did not matter so much. But to-day most people have to emulate the mythical Scotsman and look at every nickel twice before spending it. With household expenditure growing and the ordinary necessities of life remaining at the same figure as that at which they were priced when the dollar was only two-thirds of its present value, people are turning into misers against their will and simply through the force of circumstances. Consequently, a stern foot should be planted on this 'not my pidgin' arrangement. In the case which occurred yesterday, Mr. Wilkinson had asked the boys, who were doing nothing, not even dreaming, to wash the verandah windows. Of course that being somebody else's 'pidgin' could not be done by the chair coolies. They said they would rather be dismissed than perform 'work to which they were not accustomed'—as if washing windows required a scientific education. Mr. Wilkinson promptly charged them under the Ordinance, and for doing so, and taking the trouble of going to Court, he deserves the praise and thanks of the community. The sooner that 'not my pidgin' is rooted out of the minds of the coolies the better it will be for everybody. It is to be hoped that others who may meet with the same reply will adopt Mr. Wilkinson's plan and get their impudent servants punished at the Magistracy.

BRITISH SHIPPING PROGRESS.

We have received a copy of Lloyd's Register Shipping Returns for the last quarter of 1905, which provide some exceedingly interesting information with regard to shipping and shipbuilding in particular. Excluding warships there were 515 vessels of 1,355,756 gross under construction in the United Kingdom on 31st December last, as compared with 403 vessels of 1,049,860 gross at the same date in 1904. The document states that 'the tonnage under construction has shown a steady increase since December, 1903, and the present figures are within 57,000 tons of the total reached in September, 1901, which is the highest on record.' As compared with the return for the September quarter the figures show an increase of 30,000 tons, while the June quarter's total is now exceeded by 54,000 tons. Going into details the reader will find that Great Britain still stands pre-eminent in shipping, and seems likely to hold that position for a good many years to come, if the present condition of things continues. Out of these 515 vessels which are being built, not less than 390 have been laid down in British yards the tonnage being 1,129,529 gross. And of these 390 vessels, 469 are steamships and 21 sailing vessels. Not a single nation in the world comes near these totals. For the 'British Colonies' 19 vessels with a tonnage of 34,751, are being built. For South America there are only 19 vessels of 19,185 tons under construction. Norway follows with 14 vessels of 38,698 tons; France with 10 vessels of 14,719 tons and Germany with 7 of 28,010. All the rest are insignificant, although Austria-Hungary has 3 vessels of 11,532 tons on the stocks. It must be borne in mind that only vessels are dealt with here which are taken notice of by Lloyd's Register of Shipping, but as that is the principal compilation in the world on shipping the facts stated are the more important. There is a table showing the vessels classified according to tonnage, and from that it appears the largest number, 88, are to be of between 200 and 500 tons, the next being 84 of 3,000 to 4,000 tons, 83 of 4,000 to 5,000 tons and 60 of 1,000 to 2,000 tons. Two are between 12,000 and 15,000; 3 between 15,000 and 20,000; and 3 above 20,000 tons. Coming now to warships under construction in the United Kingdom, we learn that there are 6 battleships laid down, 4 of which are in Royal Dockyards; 7 1st-class armoured cruisers—4 in Royal yards; 17 torpedo boat destroyers, all in private yards; and 19 submarine boats, all at Barrow. Under the heading of warships for 'foreign or not stated' nationalities, there are being built at private yards, 2 battleships, 2 cruisers, and 2 torpedo boats—a total of 6 warships at Royal Dockyards and 47 at private yards, the total tonnage of the 55 vessels being 262,025. In the table headed 'foreign and colonial shipbuilding' it appears that on 18th November last there were 5 vessels of 4,931 tons on the stocks at Hongkong; 1 ship of 1,850 tons at Shanghai; and none at Singapore, or at least none stated. The districts in the British Colonies mentioned as shipbuilding centres are—Hongkong, Melbourne, Newcastle, N.S.W., Singapore and Vancouver. There are 94 vessels under construction in Germany, 41 in the United States, 32 in Norway, 26 in Holland, 19 in Japan, 17 in France, 16 in Italy and lesser numbers in other countries. Altogether the returns form interesting reading and prove that Britain still leads in shipbuilding as well as shipping.

LOCAL AND GENERAL.

IN connection with the Bible Christian Church four missionaries are about to sail for China to strengthen the staff of workers in Yunnan.

THE Rev. Donald MacIver, M.A., who has been for several years preparing his dictionary of the Hakka, or Kheh dialect of Chinese, announces that it is ready in 1,225 pages and will be published almost immediately.

CHAN YUK-LUN, unemployed, 148, Des Vaux Road Central, figured in the dock in answer to a charge of obtaining \$20 from Chiu Fong, a widow, 86, Second Street, by false pretences on the 17th instant. The case was adjourned.

A LOAFER named Ho Shiu was placed before Mr. F. A. Hazeland, at the Police Court this morning, to answer a charge of stealing, from a passenger on board the Canton boat *Fahshan*, early this morning, one trunk containing clothing, etc., valued at \$36. His Worship sentenced the thief to three weeks' hard labour and six hours' stocks.

CHAU KIT, a conductor, Electric Tramcar Company, appeared before the Court this morning on a charge of stealing from a woman a gold ear-clip, valued at \$5, on the 19th instant, in Queen's Road Central. The charge was proved, and Mr. F. A. Hazeland sentenced defendant to three weeks' hard labour and six hours' stocks, and to be deported.

A NEW book on the war between Russia and Japan, by Mr. William Maxwell, the well-known war correspondent, will be issued shortly by Messrs. Hutchinson and Co. Mr. Maxwell claims to be the only correspondent who was with General Kuroki from the Yalu to the Shaoh, and with his interpreter, Mr. Ito, the only observer present at the last assaults upon Port Arthur.

SPECIMENS of new silver dollars (one tael value) have been sent from the central mint to the branch mints at Tientsin, Nanking, Wuchang and Canton with instructions that the minting of the coins begin at once. The new dollars will be first circulated in the treaty ports as stipulated in the new Anglo-Chinese Commercial Treaty. Work on the four subsidiary coins will begin later. It is expected that the new dollar, the silver standard of China, will be put into circulation before the end of 1906.

THE departure of the Portland and Asiatic S.S. Co.'s *s.s. Arabia* has been postponed to Thursday, the 22nd inst., at 5 p.m., instead of as previously advertised.

It is stated that the 2nd Battalion Worcestershire Regiment, now at Ceylon, should be in Hongkong in May, when they will relieve the Royal West Kents. The 2nd Bat. Norfolk Regiment from Bloemfontein should reach Colombo in April to permit of the departure of the Worcesters.

It has long been a grievance of British shipping interests that foreign steamers trade at an advantage in British ports because they do not come under the stringent British regulations regarding load-line and other matters. Mr. Lloyd George says he is going to alter all that at once, and it will be a very good thing if he does.

In a Singapore paper which has just come to hand appears an advertisement as follows:—'Dropped from carriage between Gardens and Cathedral a small bag-basket containing pocket Bible, Prayer Books, etc. No value except to owner, who will gladly reward finder, if returned intact.' Probably that was scarcely what the advertiser meant seeing that her name—it was a lady—and address were also given.

ON the Naval Football ground at Happy Valley yesterday afternoon a team from the 'D' Company West Kent Regiment played H.M.S. *Virago*. The *Virago* played a good game and won by one goal to nil. On the same ground H.M.S. *Alacrity* met H.M.S. *Barf* in a friendly game. A brisk match was played by these teams, and it resulted in a draw. Score two all. To-morrow afternoon, on the Hongkong Football Club ground a return match will be played between the Club 'A' team and a team representing the Police. Kick-off at 5 p.m.

PENANGITES do not seem to be very great sports, says a Straits paper. So few turned up at the Drill Hall that McTuliffe and Christie returned the money. So that those who came should not be disappointed, Paton sang a couple of songs and the Midget Jack boxed a couple of rounds with the Chinese youngster who had challenged him. After this the Midgets indulged in a set for the benefit of the audience, and as a very good quantity of silver was thrown into the ring for their benefit this is a proof that the show was well worth seeing.

In the latest number of the *Far Eastern Review* there is a beautifully illustrated article on Sir Paul Charter's new residence in the hill district. The text is taken from an article which, it may be remembered, appeared in the *Hongkong Telegraph* shortly before the completion of the building. The illustrations, however, add charm to the article, and as they are taken from several points of view they give an admirable impression of the mansion. Not only are there exterior views of the residence, but photographs of the various rooms are reproduced, together with a plan of the interior.

In the course of a speech delivered at Manila in connection with a new police bill, Sr. Barreto said:—'There is more vice and corruption to be found right here in the city of Manila to-day than in any other city in the world, and the local police authorities should clean their own city up before trying to clean up towns that are freer from vice than they. The gambling that goes on in the city of Manila, in the church square, can be better compared to highway robbery. Let the police of Manila do its duty at home first and then it will be time to look to the needs of the less corrupt folk outside the city limits.'

WONG I, a shopkeeper, 165 Third Street, was charged with assaulting Toge Schmidt, second engineer of the *s.s. Signal*, early this morning, with intent to rob. The complainant said in evidence that he engaged a ricksha near the Clock Tower, and told the coolie to take him to Pedder's wharf. When near the Central Market the ricksha coolie stopped the vehicle, and defendant, it was alleged, came up from behind and attempted to search complainant. Witness jumped out of the ricksha, and defendant seized him by the throat and a scuffle ensued. In the meantime the ricksha coolie disappeared. The defendant was given into custody. Defendant denied the charge, and Mr. C. A. D. Melbourne dismissed the complaint for lack of evidence.

THOSE who are interested in the construction of the Canton-Hankow railway—and that applies to most people in Hongkong—will read with attention an exhaustive and authoritative article on the subject which appears in the January number of the *Far Eastern Review*, Manila. The article is headed 'Construction of the Canton-Samshui branch of the Canton-Hankow Railway,' and is written by Mr. C. W. Mead, C.E., late engineer-in-chief of the railway. The article is of a technical character, and is profusely illustrated with photographs of the permanent way, Sainam bridge, the methods of employing labour and other details. It is a valuable contribution to the question which has been agitating Hongkong and Canton in particular for some time past.

CAPTAIN Jayawardene, of the Ceylon Volunteers, on being questioned recently as to the proposed world-wide inter-colonial shooting competition, said that the idea was quite feasible, and that he was already in correspondence with some of the Secretaries of Colonial Rifle Associations. The Bermudians were quite agreeable to joining the competition, but replies from several places had yet to be received. Capt. Jayawardene said also that there were prospects of Ceylon taking part in the next inter-port shooting competition. This competition, which is annually held in August, is now competed for by Hongkong, Singapore, and Burma. Captain Jayawardene had addressed the Secretary of the Singapore Rifle Association early in January on the subject, and said he expected a reply shortly.

CRIMINAL SESSIONS.

ALLEGED MURDER.

The second day of the Criminal Sessions opened this morning with the calling of Chau Kam, Wong Sing, and Ho Ah Wong, to answer to the charge of the murder of Chau Ben Chan, alias Choi Ming Chan, at Tai Po on the 3rd of February inst.

Sir Henry Berkeley, Attorney-General, instructed by Mr. F. B. L. Bowley, of the Crown Solicitor's office, appeared to prosecute, Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the first and third prisoner, and Mr. C. G. Calthrop, under the same instructions, appeared for the second prisoner. All the prisoners pleaded not guilty.

The following jury was impanelled:—Messrs. C. G. S. Mackie (foreman), A. R. Low, C. E. P. Herbst, H. M. Tiffenbaker, H. F. Campbell, E. S. Clark, and S. H. Michael. In opening the case, addressing the jury, the Attorney-General said that the prisoners stood charged with the murder of Chau Ben Chan, alias Choi Ming Chan, and he asked the jury to remember that the deceased's name was Chau Ben Chan, and to note that the initials were 'C. B. C.' which would appear of some interest by-and-by. Deceased was an excise officer in the employ of the opium farmer and was stationed at Tai-po, where he lived in a matchless behind the Tai-po market. The deceased had with him a boy, about fourteen years of age, and two chair coolies, who had come and offered their services to the deceased on the 1st February, the incentive of such offer being, no doubt, robbery. On the night of the 2nd February or early in the morning of the 3rd February the boy closed up the house, and lay down in the front room and went to sleep. Later the boy was awakened by a noise in his master's room, and saw three men pressing his master down on the bed, and as he was getting up to go to his master's assistance, one of the men, called out 'Come,' and five other men entered. The men, seeing the boy, caught hold of him and tied him to a table, and after ransacking the mattress they went off with their booty. The boy managed to wriggle himself free, and seeing his master stark and stiff on the bed, and tied up in a peculiar manner, he rushed off to the Tai-po Police Station and made a report, and the police at once went to the spot and found the deceased dead. The police then set the telephone in operation, and owing to the early and prompt information given by the boy, the three prisoners were caught the same morning at half past three, by a police sergeant, who was in ambush at a place called Pik Taa, some seven miles from Tai-po, and in their possession was found some of the deceased's property, while on the moment of finding themselves about to be captured they threw away several articles which had been stolen from the deceased, including a watch and chain.

A post mortem examination was held by Dr. Hunter and he would state that manual strangulation was the cause of death. The three prisoners were present, and they were therefore all and each individually responsible for all acts done to effect the common purpose, which was robbery. To quote Archibald's Criminal Procedure: 'When a person does an act known to be dangerous to life and likely in itself to cause death, and death ensues, that is murder, for in such a case it implies malice aforethought.' Continuing, the Attorney-General said that all participating in such act were equally guilty of murder in the first degree, all being concerned in the common object of the act. Mr. Slade—Yes, the common object, but what was the 'common object'? The Attorney-General—The common object was robbery. But your Lordship must request my learned friend to reserve his comments until I have concluded my statement. Now, the common purpose in this case was robbery, and murder resulted, and therefore all those present at the time were guilty of that murder, without regard to whose hand actually caused the death. The Attorney-General then proceeded to quote at some length authorities bearing on that point of law, even going so far back as to quote Leech's Act of 1730.

Mr. Slade and Mr. Calthrop said that the Attorney-General had not quoted his authorities in full in some of which it was found the Judge was against the point, when His Honour said they must not interrupt the speaker at present. It was for him, later, to consider the point.

The Attorney-General said he saw no use in his quoting irrelevant matter to the Court, and proceeded to read further authorities, after which he informed the jury that he would satisfy them by the evidence that he would adduce that the prisoners at the bar were guilty of murder in the first degree, and he would ask them to return a verdict, if they were convinced, to that effect.

The first witness called was Lee Kam Sang, aged fifteen, who had been the boy in the employ of the deceased who spoke to being woke up and seeing the first prisoner, one of deceased's chair coolies, pressing his master down on the bed assisted by the other chair coolie, who had escaped, and five other men, of whom the other prisoners were two of them. Deceased called to witness to 'save life', and as he tried to make the men let go, but he was so strong enough and the first prisoner seized witness and held him, while another, whose face he could not see, tied him up, with his arms behind him, to a table. Witness then proceeded to corroborate the Attorney-General's opening statement.

The case for the prosecution being closed, Mr. Slade for the defence of the first and third defendants argued that no charge of murder could lie against the prisoners inasmuch as there was no prosecution to prove that the man who held the deceased by the throat did so with such force as to know that he was endangering life, or putting it in another way, that he intended to kill him, and unless that could be proved there was no other charge than one of manslaughter possible, and he submitted that that was all that the jury had to consider. Mr. Slade then proceeded at great length to quote authorities in support of his contention. Case proceeding.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

PRINCE ARTHUR IN JAPAN.

ADDRESS FROM TOGO.

WELCOMED BY EMPEROR AND CROWN PRINCE.

[From Our Own Correspondent.]

Shanghai, 20th February, 2.5 p.m.

Prince Arthur of Connaught was met at Tokyo by Admiral Togo.

The Admiral, on behalf of the officers and men of the Japanese Navy, presented His Royal Highness with an Address of Welcome.

At the Royal Palace at Shimabashi, the Emperor of Japan and the Crown Prince heartily welcomed Prince Arthur to Japan.

The investiture of His Majesty the Emperor with the Insignia of the Order of the Garter took place this morning.

FLOATING MINES.

DANGERS STILL CONTINUE.

Shanghai, 20th February, 2.5 p.m.

Reports have been received to the effect that the dangers existing from floating mines still continue.

"MALICIOUS PROSECUTION."

A CLAIM THAT FAILED.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Wong in Tung, of No. 6 Shing Ying Lane, sued Lau Mun, of No. 40 Cochrane Street, for \$500 damages for an alleged malicious prosecution of the plaintiff by the defendant.

Mr. O. D. Thomson appeared for the plaintiff, and Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, for the defendant.

Mr. Thomson said that plaintiff was a contractor, and defendant a dairyman. The defendant on or about the 19th November, 1905, maliciously and without reasonable and probable cause, preferred a charge of larceny against the plaintiff, before a Justice of the Peace, and prosecuted him thereon, at the Magistracy, where the plaintiff was acquitted. In the particulars of special damages were the items 'Mr. John Hastings' bill of costs \$75,' and 'Loss of time \$30.'

For the defence the preferring of the charge and the prosecution against the plaintiff were admitted, but the defendant denies that he acted therein maliciously, or without reasonable or probable cause. The parties were partners in the In On firm, and in September 1905, plaintiff obtained \$1,500 from the defendant to deposit with the military authorities as security on a tender submitted to do certain work. The plaintiff subsequently repaid a portion of the \$1,500, and informed the defendant that the tender had not been accepted, and that the military authorities had forfeited the balance of the deposit money, at the same time producing a receipt from the Royal Engineer's Department for that balance. The defendant made inquiries and found that as a fact no money had been forfeited by the military authorities, and on that the charge was preferred against the plaintiff.

The defendant was not aware whether the plaintiff paid Mr. John Hastings \$75, or suffered damage to the extent of \$30 for loss of time.

Evidence in corroboration of the above defence having been heard,

His Honour gave judgment for the defendant with costs.

MYSTERIOUS DEATH OF A SINGAPORE SKIPPER.

The body of a European found at Tanjong Katong, Singapore, has been identified as that of a German named Wilhelm Ahlert who has been missing from Anderson's Hotel in Cecil-st., where he was staying, since the 8th instant. Deceased was of German nationality and was known in Singapore as he has been in command of the local steamer *Hong Wan*. He spoke English well and has a wife in Liverpool. What caused deceased's death has not yet come out, though the police are making every effort to arrive at the facts, the stomach of deceased having been sent to the Government analyst for examination. When he left the hotel Ahlert was wearing a watch and chain, but these were not found on the body.

SHIPPING AND MAILS.

MAILS DUE.
English (Delta) 23rd inst. 8 a.m.
Indian (Arratoon Apar) 23rd inst.
American (Siberia) 24th inst.
German (Siberia) 27th inst.
Australian (Chambers) 28th inst.
American (America Maru) 2nd prox.

The T. K. K. *s.s. America Maru* left Yokohama yesterday, and is expected to arrive here on 2nd prox.

The Boston Tow Boat Co.'s *s.s. Vyra* sailed from Puget Sound for Hongkong via usual ports on 18th inst.

The C. N. Co.'s *s.s. Changsha* from Australian Ports, left Thursday on 16th inst., and is due here on 2nd prox.

The *s.s. Arratoon Apar* from Calcutta left Singapore on 18th inst., and may be expected here on 23rd inst.

TELEGRAMS.

(Reuters.)

The Morocco Question.

LONDON, 19th February.
Herr von Radowicz has formally proposed that the policing of Morocco be entrusted to the Sultan, with an international control.
This is entirely unacceptable by France.

France has replied in a verbal note to the German proposals agreeing to entrust the control of the police to the Sultan, provided that the officers are French and Spanish.

Franco-Russian Commercial Treaty.

The Franco-Russian commercial treaty has passed the Senate.

Marriage of Miss Alice Roosevelt.
Miss Alice Roosevelt has been married to Mr. Nicholas Longworth in Washington.

The "Zenith" Incident.

It appears that the *Zenith* was landing arms and ammunition for the Pretender.
The French cruiser's interference consequently raises a difficult question.

The French Presidency.

President Loubet formally vacated the Elysée yesterday.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board Room to-day, when the following business was transacted.

A TOO ZEALOUS "LUNGONG."

The stall-holders of the Western Market submitted an application to be allowed to take their fresh pork into the market at 2 a.m., in order to have it cut up by the time the market opens at 4 a.m., so as to be in time for the Chinese restaurant keepers, who need their supplies early. They were always allowed to do that previously, but lately a Chinese chandler had stopped them from entering the market until it opened at 4 a.m. The Hon. the Registrar General said it was no business of the Police, and recommended that the application be granted. Dr. W. Pearce, M. O. H., said he would like the Board to sanction it.

STAR FERRY LAVATORIES.

Further correspondence was laid on the table regarding the erection of water closets and lavatories at the New Star Ferry Wharf, Salisbury Road, Kowloon.

The Medical Officer of Health intimated that he was in favour of oral accommodation, but was not at present prepared to recommend the water closets.

Mr. E. A. Hewett intimated: "Refuse."
The Hon. the Director of Public Works intimated: "I am in favour of granting the application."

WHAT IS A KITCHEN FOR?

An application was submitted by Messrs. Denison, Ram and Gibbs, on behalf of Mr. Li Yu Chuen, for permission to use his kitchen for the preparation of food, in his house at Ping On Lane.

Mr. Humphreys intimated: "What is a kitchen for except for the preparation of food?"
The Medical Officer of Health recommended the granting of the application, as the house was built on the understanding that such permission would be granted.

FAT-BOILING.

An application was submitted for permission to use No. 418, Des Vaux Road West as a fat-boiling establishment instead of No. 472 Queen's Road West.

Mr. Humphreys intimated: "I see no objection to a firm of fat-boilers already established shifting to premises in the immediate neighbourhood provided such shift takes them farther away from the Central district."

Mr. Lau Chi Pak intimated: "The shift in this case brings the business nearer to the central district. I don't think it is desirable to allow an offensive trade to be carried on in the midst of the fruit preserving shops."

Mr. Hewett: "Refuse."
The Hon. the Registrar General: "Any modification of the original rule had better be made by resolution of the Board."

MONG KOK TSUI MARKET.

The Hon. the Registrar General recommended the cancellation of licence to sell food for men between Yau-mat market and Tai-kok-sui, now that the Mongkoktsui market was about to be opened.

LIMEWASHING.

During the fortnight ending 13th February 197 houses were limewashed under the supervision of the Sanitary Board officials.

A REMARKABLE WOMAN.

WOOD AND MARRIED AGAIN.

A middle-aged Hakka woman, who from appearances did not seem to have had her "beauty sleep" for some years, and who from depositions is alleged to be a somewhat curious character, figured in a strange case heard at the Police Court this afternoon. Before her husband's departure for Singapore some years ago she had had some trouble with her husband's people, and one afternoon, it was alleged, administered poison in their food which resulted in the death of one member of the family. She was immediately arrested and on December 18th, 1901, was convicted at the Criminal Sessions and sentenced to five years' hard labour. She was released on March 15th, 1905, and on going to her husband's house learned that he was in Singapore. Her father would have nothing to do with her. Finding everything against her, she went to Hongkong where she got work as an earth-carrier. While carrying on this unromantic work a schoolmaster, seeing her one day at work, felt his heart quiver and knew that Cupid had done its work. The result was that he married her and they lived together, irrespective of that this woman had been married before and that her husband was alive. Their hopes of long lives of happiness were shattered one afternoon when a policeman entered the house and removed the schoolmaster to the prison. The schoolmaster this afternoon was charged with "stealing" another man's wife.
The Hakka woman after giving evidence said: "I married him simply because I had nobody to support. I was sick, had no food, what could I do?"
Mr. F. A. Hazeland said that he was satisfied that her husband (alleged to maintain the woman and ordered the defendant to be discharged.

SALE OF RACE PONIES.

This afternoon, outside the City Hall, Messrs. Hughes and Hough, auctioneers, put up for sale by public roup seventy-four lots of race and polo ponies.

Following is the result of the sale:—
1 Old Boy, 3rd in Maiden Stakes, bought by Mr. J. A. Jupp for \$160.
2 Zanzibar, and in Navy Cup, Mr. Piper \$120.

3 Corean Chief, Dr. Noble \$80.
4 Mongolian Chief, Dr. Noble \$140.
5 Eagle, Mr. Roseburg \$55.
6 Lucky Chief, Mr. G. W. Gegg \$100.
7 Maori King, dead-heat with Zapeter for German Cup, 2nd in Hongkong Stakes, and 3rd in Chinese Club Cup, Capt. Coleman \$105.

8 Gipsy King, Mr. Leiria \$80.
9 Eri King, dead-heat with Frechdachs for the Wong-wei-chong Stakes, Mr. Roseburg \$55.
10 Sycee King, winner of, usitino Cup, Mr. Roseburg \$110.

11 Emerald King, winner of Grand Stand Stakes, 2nd in Garrison Cup and 2nd in Hongkong Derby, bought in at \$550.

12 Exchange King, winner of Professional Cup and 2nd in Flyaway Stakes, Mr. H. Branton \$600.

13 Highland Laird (late Copper King), 3rd in Fochow Cup, 3rd in Gymkhana Club Cup and 3rd in Phaethon Stakes, Mr. Roseburg \$85.

14 Highland Chief, Mr. Walker \$60.
15 Highland-man, Mr. Inglis \$220.
16 Highland Star, Mr. Leiria \$80.

17 Banzai, Mr. G. W. Gegg \$100.
18 Grey griffin, Mr. Siu Wing \$65.
19 Bay griffin, Hongkong Bank, \$220.

20 The Skirl, 3rd in Valley Stakes and 2nd in Nil Desperandum Stakes, Mr. G. W. Gegg \$75.

21 Halcyon Days, bought in \$83.
22 Promised Land, Mr. Deacon \$150.
23 Beancake, Mr. Chau \$65.

24 Merry Monarch, bought in \$70.
25 Jovial Monk, Mr. Chau \$115.
26 Diadem, Mr. Henchmann \$140.

27 Bonaventure, Mr. Roseburg \$45.
28 Black griffin, Mr. Ah Lam \$30.
29 Frechdachs, dead-heat with Eri King for the Wong-wei-chong Stakes, 2nd in Parsee Cup and 2nd in Governor's Cup Dr. Noble \$170.

30 Sunrise Rose, Mr. Hankey \$65.
31 Bush Rose, subscription griffin, \$50.
32 Himalaya Rose, 2nd in Grand Stand Stakes, Capt. Joslyn \$165.

33 Wakelynn, Dr. Noble \$90.
34 Common Rose, Mr. Wolff \$105.
35 Sonenoid, Mr. Roseburg \$55.

36 Soup Meat, Mr. Patell \$55.
37 Velocity, Mr. Deacon \$100.
38 Red Herring, and in Valley Stakes and winner of "Zapeter" Cup, Mr. Deacon \$120.

39 Spring Chicken, Mr. G. W. Gegg \$110.
40 New Boy, bought in \$300.
41 Zapeter, winner of Chinese Club Cup, dead-heat with Maori King for the German Cup and winner of Hongkong Stakes, Mr. H. P. White \$500.

42 Alarm, winner of Jockey Cup 1905 meeting, Mr. Roseburg \$50.
43 Rabbit, 3rd in Wong-wei-chong Stakes, Mr. Souza \$40.

44 Dun griffin, bought in \$30.
44a Melinite, Mr. Leiria \$50.
44b Acornite, Capt. Joslyn \$80.

44c Lyddite, bought in \$100.
44d Bedlamite, Mr. Leiria \$60.
45 Lady Sara, C. B. Mare, 13.3 a first class polo pony, believed perfectly sound, sold on account of decision of Hon. kong Polo Club to permit China ponies only to play in Club matches, Mr. Gresson \$65.

45a Droggheda, Mr. Roberts \$90.
45b Grey griffin, Mr. Fuhrmann \$95.
45c Chestnut polo pony, Mr. Shu \$30.

46 Peebles, Mr. Patterson \$70.
47 Mick, winner of Chinese Club Cup and 2nd in German Cup 1905 meeting, Mr. Roseburg \$55.

48 Speculation, Mr. G. W. Gegg \$90.
49 Pilot, Mr. Leiria \$70.
50 Nugget, Mr. Roseburg \$40.

51 Rambler Rose, Mr. Roseburg, \$25.
52 R. sthern, 3rd in Hongkong Derby, Mr. G. K. H. Branton \$110.

53 Kamloops, Mr. Razack \$130.
54 Brockville, Capt. Joslyn \$110.
55 Chestnut griffin, Mr. Roseburg \$15.

56 Rising Sun, Dr. Noble \$50.
57 Blue Nile, bought in \$95.
58 Gratton, Mr. Roseburg \$45.

59 Artaxerxes, polo pony, Mr. Gegg \$40.
60 Umbrian King, bought in \$55.
61 Chestnut griffin, Mr. Gegg \$40.
62 Bay griffin, Mr. Roseburg \$30.

63 Grey griffin, Mr. G. W. Gegg \$40.
64 Subscription griffin, withdrawn.
65 Pathan, bought in \$70.

66 Grey griffin, Mr. James \$80.
67 Black pony, Mr. Chau \$30.

Mr. T. F. Hough announced at the conclusion of the auction that there will be no sale to-morrow, as the ponies are all sold to-day.

THE BANDMAN OPERA CO.

During their tour through India, we received from the Bandman Opera Company, which is to play "Lady Madcap" in Hongkong on the 23rd inst., a variety of publications which amply proved how successful the tour had been and how highly were the performances appreciated by the Indian audiences. Some of the publications, particularly the high-class magazine, devoted pages to a description of the Company's plays, together with full-page illustrations of the performers. The latest photograph that has reached us represents the Company in the final scene in "Lady Madcap". There seem to be fifty or sixty members travelling with the Company, and the stage is crowded. It is an excellent photograph, taken in India, and gives a fine idea of the character of the play which is to be given on Friday.

THE DOLLAR RATE.

PETITION BY SINGAPORE POLICE

It is understood that the European contingent of the Straits Police have sent in a petition to H. E. the Governor, asking for an increased rate of remuneration owing to the present dollar rate. It is claimed that a full sergeant is now receiving less salary than when he was a constable two years ago. The petition has been forwarded through the Inspector General of Police, and it is hoped that his recommendation will lead to the consideration of the condition of one of the hardest worked bodies of men in the service of the Government.

LEGISLATIVE COUNCIL.

A BATCH OF QUESTIONS.

At the meeting of the Legislative Council which takes place on Thursday, the Hon. Mr. Gershom Stewart will ask—

Will the Government take into consideration the advisability of approaching the proprietors of the City Hall with a view to acquiring the building in order that it may be altered to meet the necessity of the growing community?

SANITATION.
The Hon. Mr. H. E. Pollock, K.C., will ask the following questions:—

Will the Government state what steps are being taken to educate the Chinese tenants of houses in the principles of sanitation and ventilation which are applicable to the houses in which they live?

KOWLOON.
For what purpose was Robinson Road, Kowloon, opened up and on what date? When is it anticipated that the work will be completed and the road restored to its proper state?

FIRE ALARMS.
Will the Government state what steps they have taken, and what further steps they intend to take and when, in connection with the installation of a system of fire-alarms? Will the Government also state what is the estimated cost of such installation?

WATER.
Will the Government state what progress has been made with the works for the extension of water storage at Tytam and at Tytam Tuk and at Kowloon? Will the Government also state when these respective works are likely to be completed?

NEW BUILDINGS.
When is it anticipated that—
(a) the New Post Office,
(b) the New Law Courts,
will be completed?

ROADS.
Is it the intention of the Government to make a road from the top Tram Station to Plantation Road? If so, when? What is the estimated cost of such road?

Will the Government procure and lay before the Council an estimate of the cost of prolonging Kennedy Road in a south-easterly direction from the point of its junction with the Wanchai Gap Road so that it may lead down to the Race Course at the back of the Mahomedan Cemetery?

Will the Government procure and lay upon the table an estimate of the cost of continuing Harlech Road round the North side of Victoria Peak—

(a) back to Victoria Gap,
(b) to Barker Road.

NEW MILLS.
The Hon. Attorney General will move the first reading of the following Bills:

A Bill entitled An Ordinance to amend the Summary (Amendment) Ordinance, 1905.
A Bill entitled An Ordinance to amend the Magistrates Ordinance, 1890.

A Bill entitled An Ordinance to provide for the establishment of Lunatic Asylums and to provide for the custody and care therein of persons of unsound mind.

A Bill entitled An Ordinance relating to the jurisdiction of the Supreme Court with respect to the care and commitment of the custody of the persons and estates of lunatics.

"SIX WOMEN."

TALES OF PASSION AND IMPULSE.

Passion is the dominant note of "Six Women," the latest work by Victoria Cross, and it is the passion of the Orient which finds expression in this powerful volume. The object of the writer is to show how the coming of love blinds its possessor to all else in the world. And in the six stories, which have their setting in Egypt, Jerusalem, Damascus and the near East generally, there is real dramatic power and intensity of realism. The first story tells of an Indian Civil servant who, abandoned by his wife for the pursuit of fashion, meets a native girl who takes complete possession of his senses. They live an idyllic life for a time, utterly heedless of the remarks of Indian society. But the discarded wife discovers, through the services of some kind friend, that she is needed in India and she packs up her baggage and seeks the swiftest boat to carry her to her husband. (Not that she has any love for him, but she objects to the tales that are current and wishes to spoil his life. How she succeeds is told in graphic language. The second tale is of an English girl who takes her pride in her hands and practically offers her love to the young sprig who has won it. But he also has his pride, and casts aside all semblance of responsibility until he can get a post carrying with it a salary which will not render him dependent upon the girl. The result is terribly grim, and it is a tragedy which loses nothing in the telling. The next is an Egyptian story, in which the native girl lays down her life for the English visitor. There is a Jewish story which sketches a woman's stratagem to save her lover the priest. "Solomon shook with laughter as he heard—for a few loves dearly a clever ruse—and he stroked Esther's soft hair as she stood by him." A clever tale, with an undercurrent of mirth in it. Two girls are the principal figures in the next story, and the self-sacrifice of one sister for another is the theme. Finally there is the rich (throb of barbaric passion tingling in the man, who refuses to be thwarted, in the last story. As will be gathered "Six Women" is alive with human vitality. There is not a dull page in the book, and there is not a purple word on any page. We can thoroughly recommend it to our readers who are tired of namby-pamby stuff and can enter into the feelings of people whose lives are coloured by the warm impulses of the purple Orient.

SIX WOMEN: T. Werner Laurie's Colonial Library, Clifford's Inn, Fleet Street, London.

BARON SUYEMATSU'S COMPLAINT.

THUNDERS FROM THE "THUNDERER."

The text of the complaint sent by Baron Suyematsu with reference to his treatment on the *Zieten* appears in the latest mail papers. To the ordinary reader the squabble appears a very petty affair and quite unworthy the prominence given to it. It was all about a chair and where it should be placed. In the course of his letter to the *Times* Baron Suyematsu wrote:—In a day or two I shall be out of sight of the European waters. At this juncture I cannot help asking you a great favour in sparing for this letter a space in your most valuable columns with your usual courtesy, so that I may be able partly to record a protest in the name of Japanese passengers on board the *Zieten*, partly to explain the steps we have taken in order to prevent any misrepresentation, and partly to show to the fair-minded Occidental public the sort of treatment which most of the Orientals have to suffer patiently at the hands of some portion of Western people. I have embarked from Genoa on board this ship, viz., the *Zieten*, of the North German Lloyd. There are three compatriots of mine who embarked on board the same ship at Southampton—a captain of H. I. J. M. Navy, who has been a naval attaché to the Japanese Embassy in London and elsewhere for many years; a professor of the Imperial University of Tokyo, who possesses doctorships of both Leipzig and Oxford, and whose name is well known amongst Western scholars; and a State Engineer enjoying a high position in the Ministry of Communications of Japan. At Southampton these three Japanese were given seats in the dining saloon at the end of a table, that is to say, the lowest seats in the hall. At Gibraltar several passengers landed, but the vacant seats were given to new passengers. These compatriots of mine, of course, knew that I was going to embark from Genoa, and restrained, so they say, their feelings in the hope that I, at least, may be treated with some courtesy. When, however, I embarked I was given a seat which was actually the last seat at the end of the table on the opposite side of those three and next to a Chinese student. (It goes without saying that at Genoa, also, many passengers left the ship and many new ones got in.) The Baron proceeds to say that he restrained his indignation compatriots with difficulty; seeing no change was made at Naples he demanded a separate table which was given.

THE CHINESE MINISTER.
Then he adds: "Allow me to say a few words about his Excellency the Chinese Minister at the Court of St. James, who is returning to China on leave with his family on board the same ship. They are treated no better than we are, for they were given their seats at first at the end of another table. With whatever contempt the Chinese Empire may be viewed by some Occidentals, it is only natural that a treatment such as this should be resented, though silently, and his Excellency, together with his family, was, when I embarked at Genoa, already dining at a separate small side-table at his own preference. For eight years we have done our best to behave like the civilised people of the West, and I for one have done all I could to promote every good will between the East and West, but the result appears not a bit better in some quarters of the West. When we calmly think about it the Vice-Admiral's attitude towards the Chinese is a little more than a little humiliating. We are subjected to, and we are to emulate Occidental civilisation more and more, so that the time may come when we may be treated with an appropriate civility.—K. Suyematsu."

THE "TIMES" COMPLAINT.
The *Times* came out with a vigorous editorial in which it said: "The whole story is one which must create a painful impression, since it is manifest that Baron Suyematsu and his friends, who are perfectly versed in the usages of European society and the prescriptions of ordinary good manners, behaved themselves to have been slighted and treated with less consideration than as their due. Yet we cannot but hope and believe that there was, at any rate at the outset, only a regrettable misunderstanding on both sides and no intentional discourtesy on the part of the authorities of the ship."

"I thundered" a little louder towards the close and concluded with true British placidity which will be enjoyed even by Britons: "We should be very sorry to think that any foreigner, whether Japanese, German, or of any other civilised nationality, were likely to be treated, as the Baron and his compatriots were treated, on board any British ship whatever."

The whole thing was a storm in a tea-cup, and the details are somewhat ridiculous to the ordinary traveller, who does not care two pips where he sits so long as he is within the range of the steward's vision and is in time for meals.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 0 13/16
Do. demand	2 0
Do. 4 months' sight	2 1 3/16
France—Bank T.T.	2 60
America—Bank T.T.	2 50 1/2
Germany—Bank T.T.	2 12
India T.T.	154
Do. demand	154 1/2
—Hongkong—Bank T.T.	154 1/2
Singapore T.T.	14 7 prem.
Japan—Bank T.T.	101 1/2
Java—Bank T.T.	124 1/2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	13th "
GLASGOW and LIVERPOOL	"KEEMUN"	20th "
GLASGOW and LIVERPOOL	"MACHAON"	27th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th February.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
* GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITHTHE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th March.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	25th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	21st February.
TSINGTAO and CHEFOO	"HUPEH"	22nd "
TIENSIN	"CHIHLI"	23rd "
SWATOW and TIENSIN	"KWEICHOW"	24th "
NINGPO and SHANGHAI	"NINGPO"	25th "
MANILA	"TEAN"	27th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "
CEBU and ILOILO	"KAIFONG"	6th March.
CEBU and ILOILO	"SUNGKIANG"	7th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th February, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodgers	MANILA VIA AMOY	FRIDAY, 23rd February, at 10 A.M.
PURI	2540	R. Almond	MANILA	SATURDAY, 3rd March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th February, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VORUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. ADWIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 25 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,399 T. R. MEAD.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	THURSDAY, 22nd Feb., 3 P.M.
SHANGHAI VIA SWATOW	"YIKSANG"	FRIDAY, 23rd Feb., Daylight.
MANILA	"LOONGSANG"	FRIDAY, 23rd Feb., 3 P.M.
SANDAKAN	"MAUSANG"	WEDNESDAY, 28th Feb., 3 P.M.

These Steamers have superior accommodation, for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 20th February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	THURSDAY, February 22nd, 5 P.M.
"ARAGONIA"	5,198	Ernst	March 11th.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.

The S.S. "Nicomedia" left Portland on the 13th instant, and is due here about March 13th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARIG"

Captain Wallace, will be despatched as above,
on or about the 23rd instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th February, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Auckland, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont	9,606	T. W. Carlick	26th Feb.
Lyra	4,417	G. V. Williams	—
Shawmut	9,606	E. V. Roberts	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 20th February, 1906.REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ST. GEORGE" 20th February.

"SHIMOSA" to follow.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 9th February, 1906.

Shipping—Steamers.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE"

Captain J. McGillivray, will be despatched as
above, on or about THURSDAY, the 22nd
February, 1906.For Freight or Passage, apply to
McGREGOR BROS. & COV.
Hongkong, 30th January, 1906.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA"

Captain T. P. Babb, will be despatched as above,
on SUNDAY, the 25th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th February, 1906.

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE TO
VLADIVOSTOCK.

S.S. "SLAVONIA"

Capt. Porzelius, 26th February, (via Nagasaki).

S.S. "DAPHNE"

Capt. Schipper, 4th March, (via Shanghai).

These steamers have superior first-class Accom-
modation for Passengers.For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th February, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 14th February, 1906.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA"

Captain Babb, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th February will
be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 26th February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th February, 1906.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA"

FROM PORTLAND (OR) YOKOHAMA,
KOBE AND MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.B. SILVERSTONE,
Acting General Agent.

Hongkong, 15th February, 1906.

Consignees.

S.S. "OCEANIC"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Malapan* and from Havre ex
s.s. *Malapan*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M., TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 26th February, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 26th February, or they will not be re-
cognised.All damaged packages will be examined on
MONDAY, the 26th February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th February, 1906.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI

Intimations.

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

New York, December 14th, 1905.
TO THE POLICYHOLDERS:

I HAD hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you. On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of any kind to you, one, I was elected by the Directors of the Society as CHAIRMAN of the BOARD, and at once assumed the active management of the Society's affairs.

Soon after I was elected PRESIDENT of the SOCIETY and the Office of Chairman was abolished. One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the Society under direction to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.
2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books of the Society; the income which it yields; and the fair value of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other investments of the Society; their character; and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the respects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Frick was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants, and I doubt if any American insurance company ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial status of the Society, now fully exposed by the balance sheet transmitted with the following note and reproduced on pages 6 and 7.

New York, November 25th, 1905.

Mr. PAUL MORTON, President,
The Equitable Life Assurance Society of the United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far complete that the owners are able to furnish you with a Balance Sheet showing the true financial position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be valid, and amounted in value to \$1,166,500.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$67,142,865.42.

A conservative revaluation of the Assets, including a re-appraisal of all the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values reported in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Yours very truly,
(Signed) PRICE, WATERHOUSE & CO.,
Chartered Accountants.

by A. LOWES DICKSON, F.C.A., C.P.A.
(Signed) HASKINS & SELLS,
Certified Public Accountants.

by ELIJAH W. SELLS, C.P.A.

You will be gratified to learn:

(1) That all the assets claimed by the Society are on hand, are of a high grade, and are conservatively worth \$1,166,500.10.

(2) That, over and above all liabilities, the surplus is \$67,142,865.42, about seven-eighths of which is a fund for division among existing deferred dividend policies at the end of their accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions, which were deemed by the accountants to be excessive.

RETRENCHMENT.

Economies amounting to \$600,000.00 a year have already been introduced, which if capitalized on a four per cent. basis would be equivalent to an additional investment of over \$1,500,000.00. This more than covers the making down of assets. I expect to institute still further economies of a radical character.

RESTITUTION.

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping records, so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last ten years, some of which involve a financial loss to the Society.

The liabilities disavowed by the Society, and the amounts restored to the Society approximate \$1,000,000.00, and legal proceedings have been instituted for the recovery of considerable additional sums.

Intimations.

ANNUAL AUDIT.
It will be the policy of the new administration of the Society to insist on an independent audit of its accounts as to its fiscal condition, once each year, the result of which will be published.

NOMINATION OF DIRECTORS.
Under the change in ownership of a majority of the stock, the shares were at once put in trust, and Directors are now nominated by the trustees—Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to the policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.
It will be the policy of the Society hereafter not to make contributions to political campaigns. It is my opinion that we have no right to use the funds of the Society for any such purpose.

REAL ESTATE MORTGAGES.
In the last ten years this Society has loaned over \$2,000,000.00 on real estate mortgages, mostly in large cities. Only, in six of these cases has it had to take property under foreclosure and in these six instances the property was sold so as to net a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE.
The very essence of life insurance is safety and this can be secured only by reasonable premiums.

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the affairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies. As I have pointed out, the surplus of over \$67,000,000.00, are safely invested upon a basis which returns an excellent rate of interest upon the accumulated values, and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I, accordingly, believe that by continuing your policies in the Equitable you will receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums; to allow your policies to lapse will be doing yourselves injustice. Your contracts with this Society are as safe and sound as anything earthly can be. Where lapses have already occurred the agents of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.
I congratulate you and all policyholders in solvent concerns on the reformatory results of the agitation of the past year. This Society alone has undergone four separate investigations since January 1st. The extraordinary expense and other expense entailed thereby is amply compensated for by the enforced restitutions and checked waste hereinabove referred to and by the final assurance you now have of the wealth and solvency of your Society. I am convinced that this and other investigations have and the resulting stimulation of discussion have attracted public attention to the impregnable strength of established concerns like the Equitable more effectively than could have been done by any other means. While these investigations may have been destructive of individual reputations, the utility of life insurance has been more fully demonstrated than ever before.

There will be no effort by the new administration to have the biggest company in the world; the effort will be to make it the best and the most conservative lines will be followed. It will be the policy not to solicit or secure new business at the expense of the present policyholders, and in case it is determined that business in any section of the world is unprofitable, that field will be abandoned.

Over 98 per cent of our death claims are settled within 24 hours after proof of death is received, and since January 1st, 1905, through all of the agitation concerning life insurance, this Society alone has paid out in death claims and benefits of other kinds over \$116,799 every working day.

Assuring you that it will be my constant endeavor to conduct the affairs of this Society in a manner that will merit your hearty approbation, I am,

Very truly yours,
PAUL MORTON, President.

BALANCE SHEET.
September 30th, 1905.

ASSETS. C. \$.

Real Estate 28,550,270.00

Secured Loans 113,776,006.00

Bonds, Stocks and other Securities 235,538,002.00

Cash in Banks and Trust Companies 9,272,986.01

Governments and in transit 5,264,442.64

Premiums in course of Collection 7,654,640.76

Agents' balances 4,014,097.65

Interest and rentals due 67,142,865.42

Total assets—C. \$1,166,500.10

LIABILITIES.

General Insurance Reserve; net present value of all outstanding policies computed with 4.03 and 14 per cent interest 342,802,061.00

Current Liabilities: Death claims, endowments, annuities and dividends due and unpaid 2,556,794.81

Commissions and Current Expenses 2,195,414.19

Premiums, interest, &c., received in advance 1,399,361.68

Capital Stock 109,000.00

Total liabilities 349,053,631.68

Surplus 67,142,865.42

416,166,500.10

We hereby certify that in our opinion the above balance sheet is correct and is properly drawn up so as to show the true financial position of the Society at September 30th, 1905.

(Signed) PRICE, WATERHOUSE & CO.
(Signed) HASKINS & SELLS.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 18th September, 1903

Entertainment.

THEATRE ROYAL, HONGKONG.

Lessee & Manager: MAURICE E. BANDMANN.

FOR A SHORT SEASON ONLY.

IMPORTANT ENGAGEMENT OF THE WORLD RENOWNED

BANDMANN OPERA CO.

UNDER THE PERSONAL DIRECTION OF MAURICE E. BANDMANN.

And by special arrangement with Mr. GEORGE EDWARDS

And the GAIETY THEATRE, LONDON.

FRIDAY, Feb. 23rd, and SATURDAY, 24th.

The present Grand Prince of Wales' Theatre, London, Success, the Excellent Musical Comedy.

LADY "MADCAP,"

Still crowding the Prince of Wales' Theatre, London.

MONDAY, Feb. 26th, TUESDAY, 27th, and WEDNESDAY, 28th.

NIGHT AND MATINEE.

For the first time in the Far East. Production on a most gigantic scale of Mr. BANDMANN'S first Calcutta Production.

"ALADDIN"

(AND HIS WONDERFUL LAMP),

Written by HICKORY WOOD (author of Drury Lane Pantomimes) Music and Lyrics, arranged by Warwick Major. The entire production carried which ran for Ten Nights and Two Matinees at the New Opera House, Calcutta.

SPECIAL MATINEE, Wednesday, Feb. 28th, at 3.30, at Popular Prices, \$2, \$1 and 50 cents.

THURSDAY, March 1st.

The record of the last London Season, the exceedingly funny Musical Comedy

"THE EARL AND THE GIRL,"

Which ran for 700 Nights at the Lyric and Adelphi Theatres, London.

Prices of Admission \$2, \$1 and 50 cents.

Seats can now be booked. Plan at ROBINSON PIANO CO.

Douglas Open at 8.30. Commence usual time. Hongkong, 13th February, 1906. [330]

For Sale.

FOR SALE.

A BROWN WALTER (MARE) "KITTY,"

and a double set of harness, complete in good order and condition. Also a Second-hand VICTORIA for Single or Pair Horses.

Can be seen any day at Kennedy's Horse Repository, Causeway Bay.

No reasonable offer refused.

Apply—
"A. R."

C/o Hongkong Telegraph.

Hongkong, 7th February, 1906. [312]

Shipping.

Arrivals.

Kioei Maru, Jap. s.s., 1,495, S. Kawamura, 17th Feb.—Kobe via Moji 12th Feb.

Matches and Gen.—A. K. & Co.

Pessia, Aust. s.s., 2,223, P. Craigleto, 18th Feb.—Singapore 12th Feb, Gen.—S. W. & Co.

Java, Br. s.s., 2,631, S. Barcham, 19th Feb.—London 7th Jan., and Singapore 13th Feb, Gen.—P. & O. S. N. Co.

Loongtang, Br. s.s., 1,692, A. E. Sandbach, 19th Feb.—Manila 16th Feb, Gen.—J. M. & Co.

Chiyuen, Ch. s.s., 1,770, C. Stewart, 19th Feb.—Shanghai 16th Feb, Gen.—C. M. S. N. Co.

Windsor, Br. s.s., 1,853, J. B. Booth, 19th Feb.—Fremantle, W.A. 2nd Feb, Sandalwood.—D & Co., Ld.

Nord, Nor. s.s., 1,074, A. E. Sandberg, 19th Feb.—Moji 13th Feb, Gen.—Order.

Silegia, Ger. s.s., 3,780, F. Bahle, 19th Feb.—Singapore 13th Feb, Gen.—H. A. L.

Kueichow, Br. s.s., 1,215, Carnahan, 19th Feb.—Shanghai via Swatow 16th Feb, Gen.—B. & S.

Zafiro, Br. s.s., 1,618, R. Rodger, 19th Feb.—Manila 17th Feb, Gen.—S. T. & Co.

Andree Rickmers, Ger. s.s., 1,020, Kumpel, 19th Feb.—Bangkok 12th Feb, Rice and Wood.—B. & S.

Thyris, Br. s.s., 2,410, H. Berger, 19th Feb.—Kuchinotsu 12th Feb, Gen.—M. B. K.

Hongkong, Fr. s.s., 742, G. Fuzoni, 19th Feb.—Haiphong and Hoihow 18th Feb, Gen.—A. R. M.

Jacob Diederichsen, Ger. s.s., 623, D. Heintz, 19th Feb.—Haiphong via Pakhoi and Hoihow 18th Feb, Gen.—J. & Co.

Albert Rickmers, Ger. ship, 1,188, Hutesbusch, 19th Feb.—New York 6th Sept, 1905.

Kerosine.—S. O. Co.

Kiukiang, Br. s.s., 1,120, W. O. Jones, 19th Feb.—Canton 12th Feb, Gen.—B. & S.

Hanyang, Br. s.s., 1,266, McIntosh, 19th Feb.—Canton 19th Feb, Gen.—19th Feb.

Formosa, Br. s.s., 2,616, B. W. H. Snow, 20th Feb.—P. & O. S. N. Co.

Prithof, Nor. s.s., 891, H. A. Haraldsen, 19th Feb.—Anping via Amoy 18th Feb, Gen.—S. O. K.

Clearances at the Harbour Office.

Tamara, for Manila.

Copita, for Macao.

Lyonsen, for Shanghai.

Kiukiang, for Hongkong.

Signal, for Haiphong.

Hollin, for Macao.

Frithof, for Swatow.

Silegia, for Swatow.

Departures.

Feb. 20.

Salazar, for Europe.

Oceanic, for Shanghai, &c.

Copita, for San Francisco.

Kiukiang, for Bangkok.

Lyonsen, for Shanghai.

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